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**SUBJECT : Modification to rules for the classification of instrument approach procedures resulting from the implementation of ICAO recommendations.**

**1 INTRODUCTION:**

The International Civil Aviation Organisation (ICAO) has standardised, internationally, the identification of instrument flight procedures to avoid any ambiguity between charts, electronic cockpit displays and ATC clearances (amendment n° 12 (Vol II) to ICAO PANS-OPS – Doc 8168-OPS/611 and ICAO's amendment 53 to annex 4).

**2 IMPLEMENTATION ON FRENCH AIRFIELDS**

It is intended to implement these new rules progressively on French airfields. For a given airfield, all procedures will comply either with the new rules or (while awaiting amendment) with the old rules.

The relevant instrument approach charts will be recognisable (the "IDENT" box located in a table at the bottom of the instrument approach chart, will be checked if the new classification rules apply).

**3 PRINCIPLES**

The following are affected:

- Procedure identification
- Additional equipment required
- The operational minima boxes.

The new rules are based on the following principles:

The type of aid entered in the procedure identification is solely that of the primary aid (**last radionavigation aid** (VOR, NDB) **or approach system** (ILS, LLZ, MLS, PAR...)) that provides lateral guidance onto final approach. In particular, if two radionavigation aids are used for lateral guidance onto final approach, the identification will only give the last radionavigation aid used.

**Additional aids:** If other radionavigation aids are required for the approach procedure, these are stated on the instrument approach chart diagram but not in the identification.

(i.e.: procedures currently identified as VOR-DME will now be identified as VOR but the pilot will have an indication, in a text box on the instrument approach chart, that DME is required – the same applies to procedures currently identified as LLZ-DME.)

**Multiple procedures:** A single instrument approach chart may describe several approach procedures where the intermediate approach segment, final approach and missed approach procedures are identical; the identification then includes the names of all types of radionavigation aid used for lateral guidance to final approach, separated by the word "or". (e.g.: ILS or NDB RWY 35 L)

**RNAV approaches:** the identification of RNAV approaches contains the abbreviation RNAV. The type of sensor on which the approach procedure is based is given on the instrument approach chart in brackets (e.g.: RNAV (GNSS) RWY 20); if no sensor is mentioned (e.g.: RNAV RWY16), the procedure can be used regardless of the sensor. (Note: for the time being, under French regulations, final approach segments are always based on the use of the GNSS (GPS) sensor).

**Approaches that must be followed by visual manoeuvres:** the identification refers to the last radionavigation aid used to ensure final approach guidance, followed by a single letter, beginning with "a". (e.g.: VOR a).

**Identification of duplicated procedures:** an index letter starting with “z” (in reverse alphabetical order), is used if distinction is to be made between two or more procedures corresponding to the same runway using a single radionavigation aid. (e.g.: VOR z RWY 26, VOR y RWY 26) and especially in the following cases:

- 1) Two or more aids of the same type are used in support of different approaches to the same runway;
- 2) Two or more missed approaches are associated with a common approach;
- 3) Different procedures that use the same radionavigation aid are provided for different aircraft categories (unless the procedures only differ in their minima, even if they are published on different charts);
- 4) “Intermediate + final + missed” segments are identical but are published in several charts associated with different initial segments.

**MVI:** Visual manoeuvres with prescribed track (“MVI”) are represented on a specific chart entitled “MVI” (followed by the runway identification).